

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Norfolk Southern Bartow Derailment - Removal Polrep
Initial Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region IV

Subject: **POLREP #1**
Initial POLREP of Consequence Management Phase of NS Bartow Derailment
Norfolk Southern Bartow Derailment

Bartow, GA
Latitude: 32.8973490 Longitude: -82.4908240

To: James Webster, USEPA R4 ERRPB
Jerry Campbell, GAEPD

From: Richard Jardine, FOSC

Date: 1/10/2019

Reporting Period: 1/09/2019 to 1/10/2019

1. Introduction

1.1 Background

Site Number:	Contract Number:
D.O. Number:	Action Memo Date:
Response Authority: CERCLA	Response Type: PRP Oversight
Response Lead: PRP	Incident Category:
NPL Status: Non NPL	Operable Unit:
Mobilization Date:	Start Date:
Demob Date:	Completion Date:
CERCLIS ID:	RCRIS ID:
ERNS No.:	State Notification:
FPN#:	Reimbursable Account #:

1.1.1 Incident Category -

This action is the Consequence Management Phase of an Emergency Response. CERCLA Emergency Response Action

1.1.2 Site Description - Derailment - On January 6, Norfolk Southern reported the derailment of approximately 39 railcars, 19 of which were carrying hazardous materials (HAZMAT), while traveling near the City of Bartow, Georgia causing the evacuation of approximately 350 residents. Norfolk Southern railroad, the Jefferson County Emergency Management Agency, Georgia Environmental Protection Division (GAEPD) and the EPA established a Unified Command to respond to the Site.

1.1.2.1 Location - just north of the City of Bartow, GA

1.1.2.2 Description of Threat - The potential release of chlorine gas creating a poison inhalation hazard, intense fire or explosion, severe skin, and respiratory burns.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results - All 19 cars are now stabilized and staged for product transfer. The Responsible Party (RP) is developing a sampling plan to provide for removal of contaminated soil and surface water as appropriate.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative - Chemicals contained in the derailed include chlorine, hydrochloric acid, hydrogen peroxide, sodium hydroxide, and sodium bisulfite. A total of 19 hazard material cars were severely damaged during the derailment. Thirteen of the 19 cars damaged are chlorine cars. The hydrochloric acid, hydrogen peroxide, and sodium bisulfite cars were breached. At least one chlorine car suffered a fractured valve within the dome assembly. That car required the installation of a 'C' repair kit. The acid and oxidizer cars lost significant product which pooled together and created an acid vapor plume that burned approximately 27 responders and community members. Several victims required specialized care in the Doctors Hospital burn unit in Augusta.

2.1.2 Response Actions to Date - During the early stages immediately after the derailment, local responders evacuated more than 300 community members from within a 3-mile radius of the derailment site. The releases from the breached cars continued during the emergency, causing work crews to withdraw several times during their response efforts. Those efforts include -identify the condition of the cars, safely move and stage all cars, and stop the releases for those cars that were breached. Although the cars are secure and staged, they are not transportable. A high hazard risk remains during the requisite transloading of material to sound tankers. Additionally, the responsible party is taking measures to address environmental contamination

During this reporting period, work crews

- pumped the sodium bisulfite into poly tanks.
- began decontamination of the chlorine cars. This process entails neutralizing (with a caustic agent) the insulation materials in the space between the tank itself and the jacket.
- product transfer of the hydrochloric acid from the damaged tanker into a lined frac tank.
- mixing of a diluted base with the 'pit' acid. The pit is an area where the pile of derailed cars landed. This is a swampy area that was severely wallowed out due to the movement of heavy equipment and loaded damaged cars.
- collected surface water samples.
- conducted air monitoring.

Additionally, upon a request by the Mayor of Bartow , EPA began taking measures to make a determination whether the City of Bartow's drinking water system was impacted by the incident.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs) - No enforcement actions have been taken as of this time.

2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>

2.2 Planning Section

No information available at this time.

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

No information available at this time.

4. Personnel On Site

No information available at this time.

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.